

ROYAL NAVAL DIVISION.
PUBLIC NOTICE HONGKONG.
The Admiralty have given
Official permission for raising a
Battalion of 1,000 men, which will be
recruited from the Chinese, Indian, and
University Men and who will serve
together as a Unit.
Training is now going forward.
Applicants desiring to enrol should
apply at once to
ROYAL NAVAL DIVISION,
6, 7 and 8, Old Bond Street, W.
GOD SAVE THE KING.

Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General
Post Office in the United Kingdom.

DURESCO.
The Colourwash which lasts
ten times longer.
Shade Card submitted upon
application.
ALEX. ROSS & Co.,
Sole Agents.

No. 18,920.

號十二零千八萬一第

日十初月正年辰丙

HONGKONG, SATURDAY, FEBRUARY 12TH, 1916.

六拜禮

號二十月二年五國民華中

PRICE, \$3 PER MONTH.

THE HOME MAILS.

TO ARRIVE

Feb. 13th.—Europe (via Siberia), per s.s. Mongolia.

TO DEPART

Feb. 14th.—Europe via Siberia, at noon, per s.s. CHINA.

Feb. 14th.—Shanghai, North China, Japan via Nagasaki, Honolulu, United States, North-South America, Canada via San Francisco, and United Kingdom via Canada, at noon, per s.s. CHINA.

Feb. 15th.—Strait, Ceylon, Port Said, Marseilles and London, at 9 a.m., per s.s. MONGANA.

Feb. 15th.—Europe via Siberia, at 11 a.m., per s.s. TENYO MARU.

Feb. 15th.—Shanghai, North China, Japan via Nagasaki, Honolulu, North-South America and Canada via San Francisco United Kingdom via Canada, at 11 a.m., per s.s. TENYO MARU.

Feb. 15th.—Philippine Islands, Japan via Moji, Canada, via Victoria, B.C., North and South America via Tacoma and United Kingdom via Canada, at 1 p.m., per s.s. CHICAGO MARU.

Feb. 15th.—Europe via Siberia, at 3 p.m., per s.s. YINGCHOW.

Feb. 16th.—Europe via Siberia, at 10.30 a.m., per s.s. MONTAGNE.

Feb. 16th.—Shanghai, North China, Japan via Moji, Victoria, B.C., Vancouver and United Kingdom via Canada, at 10.30 a.m., per s.s. MONTAGNE.

Feb. 17th.—Europe via Siberia, at 3 p.m., per s.s. SHANTUNG.

W.B.—For further returns and for Mails to and from the Coast Ports, Manila, Siam, etc., see the Post Office Notice on the last page of this issue.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.

In Casks 375 lbs. net.

In Bags 250 lbs. net.

BEEWAX, TOMES & Co.,

General Managers.

Hongkong, 9th December, 1914. 119

PEAK TRAMWAY COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.	
9.00 a.m. to 10.00 a.m.	Every 15 minutes.
10.00 " " " " " "	" " " "
10.30 " " " " " "	" " " "
11.00 " " " " " "	" " " "
11.30 " " " " " "	" " " "
12.00 noon to 1.00 p.m.	" " " "
1.00 " " " " " "	" " " "
1.30 " " " " " "	" " " "
2.00 " " " " " "	" " " "
2.30 " " " " " "	" " " "
3.00 " " " " " "	" " " "
3.30 " " " " " "	" " " "
4.00 " " " " " "	" " " "
4.30 " " " " " "	" " " "
5.00 " " " " " "	" " " "
5.30 " " " " " "	" " " "
6.00 " " " " " "	" " " "

NIGHT CARS.	
8.00 p.m. to 11.00 p.m.	Every 15 minutes.
11.00 " " " " " "	" " " "
11.30 " " " " " "	" " " "
12.00 " " " " " "	" " " "
12.30 " " " " " "	" " " "
1.00 " " " " " "	" " " "
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5.00 " " " " " "	" " " "
5.30 " " " " " "	" " " "
6.00 " " " " " "	" " " "

SUNDAYS.	
9.45 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 " " " " " "	" " " "
11.00 " " " " " "	" " " "
11.30 " " " " " "	" " " "
12.00 noon to 1.00 p.m.	" " " "
1.00 " " " " " "	" " " "
1.30 " " " " " "	" " " "
2.00 " " " " " "	" " " "
2.30 " " " " " "	" " " "
3.00 " " " " " "	" " " "
3.30 " " " " " "	" " " "
4.00 " " " " " "	" " " "
4.30 " " " " " "	" " " "
5.00 " " " " " "	" " " "
5.30 " " " " " "	" " " "
6.00 " " " " " "	" " " "

NIGHT CARS on Week Days.	
8.00 p.m. to 12.00 a.m.	Every 15 minutes.
12.00 " " " " " "	" " " "
12.30 " " " " " "	" " " "
1.00 " " " " " "	" " " "
1.30 " " " " " "	" " " "
2.00 " " " " " "	" " " "
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4.30 " " " " " "	" " " "
5.00 " " " " " "	" " " "
5.30 " " " " " "	" " " "
6.00 " " " " " "	" " " "

1.00 p.m. to	5.00	"	...	"	15	"
5.00 " to	6.00	"	...	"	10	"
6.00 " to	7.00	"	...	"	15	"
7.00 " to	8.00	"	...	"	15	"

FOR SALE.

POSTAGE STAMP

CATALOGUES

FOR

1916.

GRACA & CO.

No. 4, WYNDHAM STREET.

Hongkong, 6th January, 1916. 120

SAVOY HOTEL.

21, BROADWAY, SHANGHAI, CHINA.

THE BEST MEDIUM-PRICED HOTEL

in the City. Near to everywhere, and providing all modern conveniences.

American or European Plan.

Rates \$4 and \$5 per day.

Special terms to monthly guests.

Cable address SAVOY. Telephone No. 2,510.

C. A. BIDDLE, Manager.

MITSU-BISHI DOCKYARD AND ENGINE WORKS.

A.A., A.B.C., WESTERN UNION, ENGINEERING AND BENNETT CODES USED.

Holders and Repairers of Ships, Engines and Boilers, and Electrical Engineers, Manufacturers of Contrado Condensers, Stone's Manganese, Bronze Castings, Parsons Steam Turbines and Turbo-Alternators, &c. &c.

NAGASAKI

TELEGRAPHIC ADDRESS: "DOCK" NAGASAKI.

GRAVING DOCKS AND PATENT SLIP.

Dock No. 1. Dock No. 2. Dock No. 3.

Length on Keel Blocks ... 510 feet 350 714 feet.

Width of Entrance on bottom ... 77 " 53 " 88 "

Water on Blocks at Spring Tide ... 25 " 24 " 24 "

PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross.

The Salvage Steamer "OURA MARU," 716 tons and 12 knots.

Two Floating Cranes of 60 and 20 tons each, besides 160 tons Giant Crane.

KOBE.

TELEGRAPHIC ADDRESS: "DOCK" KOBE.

FLOATING DOCKS.

Lifting Power ... No. 1. 7,500 tons. No. 2. 12,000 tons.

Max. Length of Ship taken in ... 460 feet. " 520 feet.

Max. Breadth of Ship taken in ... 50 " " 58 "

Max. Draft of Ship taken in ... 22 " " 28 "

The Salvage Steamer "ARIMA MARU," Pumping capacity over 8,000 tons.

HIKOSHIMA (Near Shimoda).

TELEGRAPHIC ADDRESS: "DOCK" SHIMONOSEKI.

GRAVING DOCK.

Length on Keel Blocks ... 388 feet 0 in.

Breadth at Entrance on bottom ... 55 " 0 "

Depth of Water on Blocks at Spring Tide ... 25 " 7 "

Flotting Crane capable of lifting 20 tons weight.

THE NAGASAKI, KOBE AND HIKOSHIMA DOCKYARDS

are closely connected with each other, enabling them to co-operate in the prompt execution of work and to suit the convenience of customers.

Any Orders will be promptly attended to and Estimates sent on application.

THE KAILAN MINING ADMINISTRATION.

KAIPING COAL:

Now well-known throughout the East for STEAM RAISING, FURNACING, SAIL, MILLING, BUNKERS AND HOUSEHOLD PURPOSES.

KAIPING COKE:

Competes with the best quality English Coals in FOUNDRY, SMELTING AND HOUSEHOLD PURPOSES.

HIGHEST FIREBRICKS GRADE FIRECLAY.

STOCK ALWAYS ON HAND. OFFICE: QUEEN'S BUILDINGS, HONGKONG. TEL. ADD: MAISHAN, HONGKONG. TELEPHONE No. 1080.

DODWELL & CO., LTD.,

Hongkong, 1st October, 1914. AGENTS. 126

SOUTH

MANCHURIA RAILWAY.

TRAVELLING THE NEWEST AND MOST INTERESTING COUNTRY.

OPENED TO THE TOURIST AND HOLIDAY-MAKER.

THE SHORTEST, QUICKEST, AND CHEAPEST ROUTE BETWEEN THE FAR EAST AND EUROPE IS STILL VIA THE SOUTH MANCHURIA RAILWAY.

Time-Table from May 1st, 1915, until Further Notice.

Owing to the War the THIRICE-WEEKLY EXPRESS TRAIN SERVICE has been temporarily suspended, and a ONCE-WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Dining and First and Second Class Sleeping Cars, is operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with Dairen-Seiton (Tsingtao) Shanghai Mail Steamer Service by the S.S. "SAKAKI MARU" and "KOBE MARU" (each equipped with wireless telegraph) as follows:

NORTH BOUND.		SOUTH BOUND.	
1st Class Fare	Shanghai (R.M.S. Train) to Dairen	1st Class Fare	Dairen (R.M.S. Train) to Shanghai
\$ 40	Shanghai (R.M.S. Train) to Dairen	\$ 40	Dairen (R.M.S. Train) to Shanghai
1st Class Fare	Dairen (R.M.S. Train) to Shanghai	1st Class Fare	Shanghai (R.M.S. Train) to Dairen
\$ 40	Dairen (R.M.S. Train) to Shanghai	\$ 40	Shanghai (R.M.S. Train) to Dairen

* Russian Train Time is 25 minutes faster than the S.M.R. Time.

The above fares do not include the Express Train North Fee.

To the early train leaving Dairen at 8 p.m. for Changchun and that leaving Changchun at 11.30 a.m. for Dairen a Compartment Car has been attached, on which First-Class Passengers can secure sleeping accommodation on payment of Yen 3.

RAILWAY HOTELS.—YAMATO HOTEL (Tel. Add. "Yamato"). At Dairen, Port Arthur, Mukden, Changchun, and Hsienyang (the finest sea-side resort in North China), all under the Company's management.

TICKET AGENTS.—The Company's Railway and Steamer Tickets are obtainable at all the Agencies of the INTERNATIONAL SLEEPING CAR & EXPRESS TRAINS CO.; Messrs. THOS. COOK & SON; the NORDDEUTSCHER REISEBUREAU; and the NIPPON YUSEN KAISHA, Shanghai; from whom all information, time-tables, pictorial guide-books, etc., can be obtained free, or direct from the

SOUTH MANCHURIA RAILWAY CO., DAIREN.

Tel. Add. "MANZUO." Codes: A.B.C. 5th Ed., A1, and Lieber's.

FUSHUN COAL

THE BEST STEAMING COAL IN THE FAR EAST.

Fresh stocks always on hand at Dairen, Port Arthur, Newchwang, and Tien sin Depot, and also at Antung, Chefoo, Shanghai, Hongkong, Manila, Singapore, and Penang.

MINING DEPARTMENT.

SOUTH MANCHURIA RAILWAY CO., DAIREN.

59

FRENCH STORE.

13, QUEEN'S ROAD CENTRAL.

Entrance next to ASTOR HOUSE.

ALL NEW

DATES RAISINS FIGS

CRYSTALLISED FRUITS

ALSO

MARASQUINO CHERRIES.

MACEDOINE, APRICOTS, PEARS.

ETC., ETC., IN SYROP.

JUST ARRIVED FROM FRANCE.

COME AND SEE

YOUR INSPECTION IS CORDIALLY INVITED.

Hongkong, 12th February, 1916.

103

FRESH ARRIVAL OF

AMERICAN APPLES

25 cts. per lb.

WISEMAN, LTD.

Hongkong, 22nd January, 1916.

18

NOTICE

ANY EUROPEAN, Non-Aristocratic or Indian desiring to leave the Colony should apply in writing for permission to do so to the Captain SUPERINTENDENT OF POLICE, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height and occupation of the applicant, and stating the name of the steamer or other vessel or the hour of the train by which the applicant wishes to leave. Applicants should apply in person for their passes at the CENTRAL POLICE STATION between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.

Hongkong, 10th July, 1915. 177

FRENCH LESSONS

G. MOUSSION.

15, MORRISON HILL ROAD.

1202

MITSU BISHI GOSHI KWAISHA.

(MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKASIMA, OCHI, MUTABE, YOSHINOTANI, NAMAZUTA, SAYO, SHINNEW AND KAMITAMADA Collieries.

AGENTS FOR SAKITO AND OYUBARI Coals.

HEAD OFFICE: MARCINOUGH, TOKYO.

BRANCH OFFICES:—NAGASAKI, MOJI, KANATSU, WAKAMATSU, OSAKA, KURE, TOKYO, YOKOHAMA, NAGOYA, TSUBURA, SHANGHAI, HONGKONG, HANKOW, PEKING.

Cable Address for above: "IWASAKI." Codes: A1, A.B.C. 5th Ed., Western Union.

AGENTS:—CHINKIANG—Messrs. GRADING & Co. MANILA—Messrs. MACDONALD & Co. SINGAPORE—Messrs. BERNARD & Co. GLASGOW—Messrs. A. R. BROWN, McFARLANE & Co., Ltd.

For Particulars, apply to K. KATO, Manager, No. 2, Polder Street, Hongkong. Hongkong, 24th April, 1914. 171

NEW CARTRIDGES.

By popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDER and CHILLED SHOT. From No 10 to S&S&G. at \$5, \$7 and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection invited.

WM. SCHMIDT & Co.

Hongkong, 4th February, 1916. 189

DRINK

ALLSOPP'S

BRITISH PILSENER

BEER.

SOLE AGENTS:

CALDBECK.

MACGREGOR & CO.

WHITE & SPIRIT MERCHANTS.

15 QUEEN'S ROAD CENTRAL.

125

HOTELS

THE

HONGKONG

HOTEL

AND

GRILL ROOM.

J. H. TAGGARE,

Manager.

KING EDWARD

HOTEL.

CENTRAL LOCATION.

ELECTRIC LIGHTS AND LIGHTING.

TELEPHONE ON EACH FLOOR.

HOTEL LAUNCH MEETS ALL STEAMERS.

Telephone: No. 373.

Tel. Address: "VICTORIA."

J. WITCHELL,

Manager.

GRAND HOTEL.

QUEEN'S ROAD CENTRAL.

A FIRST-CLASS AND UP-TO-DATE

HOTEL, most Central Location within the vicinity of all the Principal Banks.

Noted for the best Food, Hot and Cold Accommodation and Cleanliness. Cuisine under European Supervision. A First-Class String Orchestra renders selections from 5.30 p.m. to 11.30 p.m.

Special monthly terms for residents and for shipping people.

TELEPHONE 197.

Telegraphic address: "COMFORT."

MANAGER.

PEAK HOTEL.

1,400 FEET ABOVE SEA LEVEL.

FIRST-CLASS RESIDENTIAL and TOURIST HOTEL. Unrivalled for Comfort, Health and Convenience. Telephone in Every Room, prompt connection maintained by six lines to Central.

Fifteen Minutes from Principal Landing Stage. Moderate Tariff and Excellent Cuisine, Roof Garden and Social Rooms. European manner meets Steamers.

P. O. FEUSTER,

Manager.

CHIEF ENGINEER AND MASTER.

"ONLY ONE MASTER ON A SHIP."

An enquiry was held at the Marine Court yesterday into charges of disobedience and misconduct against Warren Smith, Chief Engineer of the British steamer *Voltaire*. Commander C. W. Beckwith, R.N. (Harbourmaster), was President of the Court, the other members being Commander F. Gibson, R.N., H.M.S. *Tamara*; Mr. W. Davidson, master, *Empress of Russia*; Mr. D. Macdonald; and Mr. H. E. Gilroy, Master, *Namsang*.

The master of the *Voltaire*, Mr. B. W. S. Pritchard, said that on the 1st February the steamer was moored in the river off Saigon, taking in cargo at all four hatches. The three British engineers were all on shore, and the engines were left in charge of a Chinese, who was shipped as fourth engineer. The British engineers were ashore from about 2 p.m. At 6.30 p.m. Mr. Smith came into the saloon while they were having dinner, and he informed defendant by letter that he objected to all the British engineers being on shore at one time. The letter he wrote was as follows:—

"I am more than surprised that you allowed three engineers ashore from this steamer at one time, and particularly when working cargo in all holds. A Chinese was left in charge of the engine department. I wish you to understand that I will not allow this to be done, and in future one British engineer must be on board at all times when steam is in the boilers."

Mr. Smith came to witness' room on receiving the letter and told him he considered the fourth engineer was quite good enough to be in charge. He said he would go ashore again, and witness could do his. Witness forbade him absolutely to allow three European engineers ashore at one time; and defendant replied that witness had no control over him and the engine-room staff. Witness then called the Chief Officer and the Supernumerary Chief Officer, and the defendant admitted what he had said, and added that witness could log him or do as he liked. Witness informed defendant that he would leave the ship after arrival in Hongkong. The entries in the log were read over to the defendant, who admitted all, except that he had said witness "could do his." On the 8th February witness wrote to the engineers separately, informing them that they were not to go ashore without first getting permission from the Chief Officer, and on the 9th February, about 10 a.m., Mr. Smith left the steamer without asking permission. When leaving he was stopped and asked if he was going ashore, and he replied in the affirmative. The reasons he said were fully explained in a letter he had left in the Chief Officer's room. Witness spoke to Mr. Smith on the latter's return and defendant said the instructions concerning permission were given only to degrade him by forcing him to ask permission to leave the ship.

The President—Have you had any trouble previously with this officer?—In Hongkong on the last voyage he had some repairs to be done in the engine-room, and I called for tenders. I accepted a tender without consulting the Chief Engineer, and he resented it very much, but there was no trouble. How long have you had him?—About five months.

The Chief Officer, Mr. Wm. Coe, and the Supernumerary Chief Officer, Mr. M. P. Wilson, corroborated the master's evidence. After this evidence had been completed, the President called out "Clear the Court for the finding." The defendant had been given no opportunity of giving evidence or making a statement, and returned to the Court, asking permission to make a defence. He was told to leave, but a few minutes later the Court was again opened, and the defendant was asked if he desired to give evidence on oath or to make a statement.

Defendant went into the witness-box, and stated that on the 1st February the second and third engineers had each performed eight hours' work, and he gave them permission to go ashore, as everything was in good order and running all right. He also went ashore to visit the charterers' office in order to hurry them up with the coal and water. The shipping clerk, so he was told, would not be in for two hours, so he invited the second and third engineers to take a motor-car ride with him, it being the first occasion on which they had been ashore together. Whilst ashore he met the Captain twice, but nothing was said about the matter. When he returned to the ship he read the Captain's letter, went to see Mr. Pritchard, and told him that he did not like the tone of the letter. He denied that he said the Captain could do his. Defendant added that when he was appointed Chief Engineer of the ship in Australia

SUPPOSED SUICIDE ON THE "KASHMIR" CLUB.

A young man named Cammago is supposed to have committed suicide by throwing himself overboard from the P. & O. str. *Kashmir* between here and Singapore. According to report, Cammago joined the steamer "somewhere outside Shanghai," where he had only been six weeks. He was last seen at 6.25 p.m. on February 1st, by his cabin-mate on the second-class deck, just before the latter went below for dinner. A search was made, and as Cammago was nowhere to be found, the only conclusion came to was that he had gone overboard. He was about 26 years old and of a very quiet and rather despondent disposition, but there was nothing about him to make one suspect that he would commit suicide.

COMPANY REPORT.

THE KOWLOON LAND AND BUILDING CO., LTD.

The twenty-seventh report of the board of directors to the ordinary meeting of shareholders, to be held on the 18th inst., states that the balance of profit and loss account for the year ending 31st December, 1915, including \$2,078.80 balance brought forward from last account, after writing off all charges and expenses, amounts to \$15,849.87. The directors recommend that a dividend of \$2.25 per share be paid, which, after providing for directors' and auditor's fees, will leave a balance of \$1,799.87 to be carried forward to the credit of a new profit and loss account.

Mr. A. Rodger having resigned, Mr. T. E. Pearce was invited to join the board in his place and this appointment requires confirmation. Messrs. T. E. Pearce and J. Rodger now retire by rotation and offer themselves for re-election.

Mr. A. C. Hynes having resigned on leaving the Colony, Mr. H. Percy Smith, F.C.A., has been appointed in his place. The accounts have been audited by Mr. H. Percy Smith, who now retires and offers himself for re-election.

The Captain wished him to leave there with three engineers. Witness told the Captain he would not take the job unless there were four British engineers. The latter agreed, and four engineers were brought up. About four or five days after arrival here the owner, Mr. Moller, said he was taking away witness' fourth engineer to promote him and asked witness to take on a Chinese as fourth engineer, as he had every confidence in him. This man had come up from Australia with them, and witness had been noticing his work and had every faith in him. He found him much better than most junior men one got from the shops. At the owner's request witness put him in as fourth engineer, and he was signed on the articles as such to take the place of a white engineer, so he considered the man was quite capable of being left in charge of the engine-room while they were ashore. Witness added that if it was lawful for the Captain to compel all the engineers to stay on board if he wished to he had nothing more to say.

The President—Is it not your duty to obey the Captain?—Yes, if it is a reasonable and lawful order. You consider this order neither reasonable nor lawful?—The Chinese was put in as fourth engineer with the Captain's sanction. He was quite satisfied to take him on as fourth engineer.

Have you ever left the engine-room in charge of the Chinese before?—Yes, on two occasions. Since he was appointed fourth engineer he has been taking his turn in the engine-room with the other two engineers. Mr. Gilroy—You admit that you did not think it necessary for a British engineer to be on board when steam is in the boilers?—Not when a qualified Chinese engineer is on board.

The Court was again cleared, and eventually the President announced the Court's finding. He said—We find that the charges made against you are proved. We consider that your conduct was detrimental to all good order and discipline, and the Court would point out that there is only one master on board a ship. As Chief Engineer, and head of a certain department, it is clearly your duty promptly to obey any lawful order by the Master. On two occasions you have disobeyed the orders and treated him with gross disrespect. We order your Chief Engineer's certificate to be suspended for six months, and during that time a second engineer's certificate will be granted you. Before your certificate is returned at the end of six months a reference from the Master or Masters with whom you have served must be produced to this office showing that you have obeyed their lawful orders to their entire satisfaction during that period.

MIXED INTERCOURSE AT PEKING.

FRENCH PAPER'S SCATHING CONDEMNATION.

The following remarkable article, which was translated from a recent issue of *Le Journal de Pekin*, appeared in the *Peking Gazette*:—

"Several of our readers, justly indignant at the outrageously revolting attitude of certain members of the Allied army in Peking, have given us certain information, for which we thank them sincerely, understanding as we do, and knowing the nationality of our informants, how much they must suffer at being witnesses of the conduct [to be presently mentioned]."

"This information establishes the fact that amongst the wife and strays of Society, there are many who, in their love of parade, unfortunately pretend to ignore the terrible strife going on at the present time; and who seem to be lacking in ordinary decency and self (not to use a harsher word) at the sufferings and sacrifices endured by their countrymen at the front and continue to lead an easy and idle life, while those in Europe go forth to meet a glorious death."

"SHAMELESS CONDUCT" ON THE ICE. "Our attention has been specially drawn to the shameless conduct of certain Allied officials, who, one can scarcely believe it, elegantly disport themselves on the ice in the company of subjects of enemy nationality. Is it lack of ordinary decency, or perhaps unconsciousness? One would like to remind such persons of distorted mind [literally depraved intellect—*mentalité décurante*] of the murder of Miss Cavell!"

We will not persist in commenting further on such a painful subject. We hope these lines will be sufficient to induce those of the Allies who have so far forgotten themselves to modify their mode of conduct.

AN APOSTROPHE. "More discretion and more dignity, if you please, you miserable puppets, who find a frock-coat more becoming than khaki and the blue horizon! Be cowards if your miserable temperament adapts itself better to all that is degrading, but at least keep up appearances, respect also the legitimate susceptibilities of those whose hearts are not so hardened as your own."

"On the other hand, if you find that the war, with its mourning and the atrocities committed by our enemies, are not sufficient to dig an abyss between yourselves and persons belonging to such an ignoble and hated race, then do not tarnish your nationality any longer. Declare yourselves 'Boches' at once; we will feel it an honour to be rid of such persons, and we will easily find others more worthy to represent our country."

A THREAT. "But, should this warning not be sufficient for you, we will open here, under a special heading, a pillory where your names and qualifications, with the necessary capital letters, will appear so that those who are fighting in Europe and are being killed to ensure your miserable existence and lucrative employment, should crush you with the contempt you deserve; and if the opportunity is given them, to administer the proof which, in default of argument, you will no doubt receive."

MARCE VAN LERBERGHE.

BANGKOK EN FETE.

Recently Bangkok has been in the throes of the Dusit Park fair, a kind of a combination of charity bazaar and *fête champêtre*. It was originally started (says the correspondent of the *Straits Times*), about a dozen years ago by the late King Chulalongkorn in order to raise funds for the erection of a temple. This year a portion of the proceeds go towards the Scout Cruiser Fund, which, up to date, stands at a trifle under two million ticals of the three million required. This year, too, an Arts and Crafts exhibition has been combined with the fair, and as a result it is on a really huge scale. In reality it is divided into two sections, the one on the bazaar principle (more than a dozen of the Royal Palace have stalls) and an ordinary fair for the common people with side shows, mild gambling, etc. But the whole thing covers about twenty or thirty acres of ground—and water.

There is a most elaborate naval pageant, depicting an attack on the Dardanelles. The lake on which it is held is studded with islands, and hence the main design was easily carried out. The warships participating are motor-driven models of British warships, including the *Queen Elizabeth*. They are navigated very skillfully, two men being concealed in the larger ones and single men in the destroyers, etc., and for the past four nights the most realistic mimic warfare has been going on, seaplanes dropping bombs on forts, magazines exploding and fire-breathing out, ships running into mines and sinking, a blazing cruiser taken in tow and brought out of action, etc. The whole thing is electrically controlled by H.R.H. the Prince of Kampepet, who holds rank as a General in the Army and has over 200 naval men engaged in the display. It is altogether a remarkably good show and very "topical," but its installation must have cost a small fortune, since one of the "battleships" alone cost \$1,500.

Another feature of the fair is the life-size model of the scout-cruiser for which the subscriptions are being gathered in, while there is also a small but very interesting art gallery, in which some of the work by Siamese, both in oil and water colours, is really capital. In this King Vajiravudh has exhibited a cartoon of himself, entitled "The Martial Pig," in which he appears in the uniform of his old regiment, the Durhams. Neither the cartoon nor the title can be called particularly flattering, and so it may be regarded as an example of the King's broad-mindedness and love of humour that he has had a number of copies made which are sold to aid the cruiser fund.

FARMS FOR AUSTRALIAN SOLDIERS.

4,000 UNDER CONSIDERATION.

Mr. H. R. Denison has offered his Eumarella Estate of 7,500 acres, near Gulgong, to the State Government, on terms to be agreed upon for the purpose of providing farms for returned soldiers. Mr. Ashford, Minister for Lands, in announcing this fact said that the terms were to be arranged by valuers representing Mr. Denison and the Lands Department, an arbitrator to be called in in the event of a deadlock. Mr. Denison had offered to take the Government, \$10,000 to build homes for the soldiers. The estate, which was worth about \$8 to \$10 per acre, contained very valuable improvements, including eight or nine cottages, and the greater part of the area was already under cultivation. The land was suitable for the growth of lucerne and general cultivation, and was served by the Cudgegong River, which ran through it for a distance of four miles.

The Minister for Lands has under consideration in connection with his scheme to make provision for returned soldiers. The whole of the areas are embraced in Crown lands, and some will be served by new railways recently sanctioned by Parliament. Generally speaking, the land is of good quality, and is said to be suitable for grazing, wheat-growing, dairying, fruit and vegetable culture, and poultry-raising. Some irrigation blocks also are included. *Sydney Daily Telegraph*.

HONGKONG "B" v. KOWLOON "A."

THE FOLLOWING WILL REPRESENT HONGKONG "B" v. KOWLOON "A."

The following will represent Hongkong "B" v. Kowloon "A" on the Kowloon Ground to-day at 2.15 p.m.—T. E. Pearce (Capt.), P. R. Butler, A. L. Gace, F. T. Kennedy, P. S. Leigh-Bennett, Lieut. Col. Morgan, H. E. Muriel, F. Syme-Thomson, H. H. Taylor, and A. Whitmarsh.

C.S.C.C. v. UNIVERSITY.

The following will represent the Civil Service C.C. on the C.S.C.C. ground, at 2 p.m., this (Saturday) afternoon.—R. E. O. Bird (Captain), E. W. Hamilton, E. W. Dawson, Hon. Mr. Claud Severn, P. T. Lambie, R. O. Hutchison, R. A. B. Ponsbury, R. C. Wicheh, R. G. Southern, C. Sara, and W. Hill.

ASSOCIATION FOOTBALL.

DIOCESAN SCHOOL v. ST. JOSEPH'S.

To be played at Happy Valley this afternoon. Diocesan School team:—H. Archie, P. S. Shek and H. Abbas; Y. Abbas; B. Young, and B. Pasco; A. Arculli, Ip Kwan, W. B. Maskett, N. Ramjahn, and Lee Hon Kam. Reserves: E. Gifford, H. W. Chan, and R. Lee.

WONDERFUL MIMIC NAVAL WAR.

There is a most elaborate naval pageant, depicting an attack on the Dardanelles. The lake on which it is held is studded with islands, and hence the main design was easily carried out. The warships participating are motor-driven models of British warships, including the *Queen Elizabeth*. They are navigated very skillfully, two men being concealed in the larger ones and single men in the destroyers, etc., and for the past four nights the most realistic mimic warfare has been going on, seaplanes dropping bombs on forts, magazines exploding and fire-breathing out, ships running into mines and sinking, a blazing cruiser taken in tow and brought out of action, etc. The whole thing is electrically controlled by H.R.H. the Prince of Kampepet, who holds rank as a General in the Army and has over 200 naval men engaged in the display. It is altogether a remarkably good show and very "topical," but its installation must have cost a small fortune, since one of the "battleships" alone cost \$1,500.

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INTIMATIONS

LANE, CRAWFORD & Co.

SPORTS DEPARTMENT

EVERYTHING FOR BILLIARDS.

BILLIARD CUES

OF BRITISH MANUFACTURE.

"PEARL RECORD" CUES...	PRICE	10.50	EACH.
EBONY BUTTED	"	5.50	"
ROSEWOOD	"	3.50	"
SELECTED ASH	"	1.75	"

IVORY, BONZOLINE AND CRYSTALATE

BILLIARD BALLS

BONZOLINE AND CRYSTALATE.

PYRAMID AND SNOOKER BALLS

TABLE IRONS. TABLE BRUSHES.

REST HEADS. CUE CLIPS. POCKETS.

CUE TIPS. CHALK. WAFERS.

BEST WEST OF ENGLAND BILLIARD CLOTH.

BILLIARD TABLES RECOVERED BY EXPERIENCED WORKMEN.

PRICES FOR COMPLETE TABLES TO BE HAD ON APPLICATION.

LANE, CRAWFORD & Co.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.			
Single Fare by Night Steamer	...	...	\$6.00
Return " (available also for return by day steamer)	...	...	10.00
Single Fare by Day Steamer	...	...	4.00
Return " (available also for return by night steamer)	...	...	8.00

HONGKONG TO CANTON. CANTON TO HONGKONG.

SATURDAY, 12th FEBRUARY, 1916.			
8.00 a.m. <i>HEUNGSHAN</i>.	...	8.00 a.m. <i>HONAM</i>.	...
10.00 p.m. <i>HONAM</i>.	...	4.30 p.m. <i>KINSHAN</i>.	...
SUNDAY, 13th FEBRUARY, 1916.			
10.00 p.m. <i>FATSHAN</i>.	...	4.30 p.m. <i>HONAM</i>.	...

HONGKONG-MACAO LINE.

S.S. <i>SUI TAI</i> , Tons 1,651.	...	S.S. <i>TAISHAN</i> , Tons 2,006.	...
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf, Sundays at 9 a.m. and 1 p.m. from the Company's Wing Lok Street Wharf.	...	Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 3 p.m.	...

EXCURSION TO MACAO.

SUNDAY, 13th FEBRUARY, 1916.

The Company's New Steamship "TAISHAN" will depart from the Company's Wing Lok Street Wharf at 9 a.m., and return from Macao at 3 p.m. N.B.—The Company will also run a Steamer from Macao on Sunday at 7.30 a.m., and from Hongkong at 1 p.m., from the Company's Wing Lok Street Wharf.

FARES AS USUAL

MACAO-CANTON LINE.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 a.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers *LINTAN* and *SANUL*. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Mannings (First Floor), opposite the Blake Pier. (123)

ON SALE AT THE HONGKONG DAILY PRESS OFFICE.

NEW AND UP-TO-DATE PLANS OF THE SI-KIANG OR WEST RIVER.

PRICE ONE DOLLAR. In all the important towns in new from CANTON to WUCHOW.

ON SALE. A TABLE OF THE RATES OF EXCHANGE AT BOMBAY For Demand Drafts on London on the day of or preceding the departure of the English Mails; also Table of the Yearly Approximate Average for 26 years. From 1874 to 1909. PRICE \$3 CASH. On Sale at the DAILY PRESS Office and Local Booksellers.

NEW ADVERTISEMENTS

RACE BOOKS.

THE only Authorised Edition of the RACE BOOK is that Published by Messrs. NORONHA & Co. WHICH IS COPYRIGHT UNDER THE ACT OF 1911.
T. F. HOUGH,
Clerk of the Course.
Hongkong, 11th February, 1916. [272]

RACE BOOKS 1916.

Leather-covered \$2.00
Cloth-covered 1.75
Paper-covered 1.00
May be had from:
NORONHA & Co.
(Printers to the HONGKONG JOCKEY CLUB).
KELLY & WALSH, LTD.
BREWSTER & Co.
THE HONGKONG CIGAR STORE.
Hongkong, 11th February, 1916. [272]

CANTON MEDICAL MISSIONARY SOCIETY.

THE NEXT ANNUAL MEETING of the above Society will be held in the CANTON CLUB, THEATRE, SHANGHAI, on WEDNESDAY, February 23rd, at 3 P.M.
JOHN KIRK,
Hon. Secretary.
Canton, 11th February, 1916. [274]

WANTED.

EUROPEAN NURSE to Take Charge of two Small Children on voyage to England, in return for passage.
State experience, etc., to
Care of "Daily Press" Office.
Hongkong, 12th February, 1916. [276]

THE CHINA PROVIDENT LOAN & MORTGAGE COMPANY, LTD.

THE NINETEENTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, St. George's Building, No. 6, Connaught Road, on FRIDAY, the 25th February, 1916, at 11.30 A.M. for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1915, and electing a Consulting Committee and Auditors.
The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, the 21st February, 1916, until FRIDAY, the 25th February, 1916, both days inclusive.
SHEWAN, TOMES & Co.
General Managers.
Hongkong, 10th February, 1916. [275]

S.S. "ATLANTIQUE."
COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being loaded and stored at their risks into the bonded and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.
Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.
Bills of Lading will be countersigned by the Underwriter, Goods remaining unclaimed after the 15th February, at Noon, will be subject to sale and landing charges.
All Claims must be sent in to me on or before the 18th February, or they will not be recognised.
All damaged packages will be examined on Tuesday, 15th February, at 10 A.M.
No Fire Insurance has been effected.
P. TEOH & Co.,
Agents.
Hongkong, 11th February, 1916.

LOST.

A GOLD SNAFFLE CURB BANGLE with Padlock.
Finder will be rewarded by returning it to—
Care of "Daily Press" Office.
Hongkong, 10th February, 1916. [233]

WANTED.

A FIRST-CLASS ARCHITECTURAL ASSISTANT for a Private Firm. Applications will be treated as confidential. State experience, qualification, etc., to—
Box No. 11,
Care of "Daily Press" Office.
Hongkong, 11th February, 1916. [265]

FOR SALE.

ONE 104 H.P. HORNSBY ACKROYD OIL ENGINE complete with and coupled direct to one 6 K.W. Continuous Current Shunt Wound Dynamo of 50/70 volts with shunt regulator.
Also ONE SWITCHBOARD for ACCUMULATORS, DYNAMO, &c., complete with instruments for 100 Amps.
For further particulars apply to—
LINSTAD & DAVIS,
Alexandra Buildings.
Hongkong, 16th September, 1915. [104]

FOR SALE.

MEDICAL PRACTICE for SALE in North China—£1,000 a Year, £300 in Contracts. No opposition. Lovely Climate.
Address—
Box 3,
Care of "Daily Press" Office.

INTIMATIONS

THE LIVERPOOL & LONDON & GLOBE INSURANCE COMPANY, LIMITED.

HONGKONG BRANCH.

DURING the Temporary Absence of Mr. H. S. PLAYFAIR, the Company's affairs will be attended to by Mr. J. DE B. LANCASTER.
Hongkong, 11th January, 1916. [267]

NOTICE.

ALL Persons having Claims against Mr. A. GUSTAV ENGEL, of Messrs. Wm. Meyer & Co., are requested to file same with the Liquidators before 15th March, 1916.
ALEX. ROSS & Co.,
Liquidators.
Hongkong, 9th February, 1916. [251]

RE AUSTRIAN LLOYD STEAM NAVIGATION CO.

ALL Persons having Claims against the above Company are requested to forward same to the Liquidators as soon as possible.
HARRY WICKING & Co.,
Liquidators.
Hongkong, 7th February, 1916. [245]

VICTORIA RECREATION CLUB.

BOXING

SUBJECT to sufficient entries being received, an AMATEUR BOXING COMPETITION open to Hongkong will be held in the Gymnasium of the V.R.C. on FRIDAY, February 25th.
CONDITIONS:
(a) 3 two minute rounds and if undecided an extra round of one minute.
(b) In 3 weights: 115 lbs, 132 lbs, and 145 lbs.
(c) Competitors weigh in at V.R.C. on night of February 24th.
Entries stating weight to be addressed to L. DEAKIN, Esq., care of V.R.C., before February 15th. No Entrance Fee.
No Competition if less than 18 entries.
The Committee reserve the right to refuse entries.
Hongkong, 22nd January, 1916. [195]

HONGKONG HORTICULTURAL SOCIETY.

ANNUAL SHOW.

THE FLOWER and VEGETABLE SHOW will be held on the 23rd and 24th MARCH in the BOTANIC GARDENS.
Intending Exhibitors should send their entry forms to the Hon. Secretary not later than 25th February.
Copies of Rules and Schedules may be obtained from the Hon. Secretary.
A. NICOL,
Quarry Bay.
Hongkong, 11th February, 1916. [268]

WAICHIAO PU.

PEKING.

EXAMINATIONS FOR DIPLOMATIC AND CONSULAR SERVICES.

NOTIFICATION BY THE MINISTRY OF FOREIGN AFFAIRS.

IN accordance with the Decree for the Examinations for Diplomatic and Consular Services and the Regulations for the Qualification Tests in the Examinations for Diplomatic and Consular Services promulgated by Mandate on Sept. 30th, 1915, and published in the Government Gazette of Oct. 1st, 1915, this Ministry will conduct the qualification tests next April.
Those who possess the qualifications as required by Article 3 of the Decree for the Examinations for Diplomatic and Consular Services and wish to enter as candidates for the examinations must, as provided by Articles 1 and 2 of the Regulations for the Qualification Tests, send in to this Ministry before February 29th, 1916, their applications and the statements of their records and also an essay together with its translation into one or more of the following languages: English, French, Russian, German, and Japanese. They must also submit their diplomas or certificates from Chinese or/and foreign schools or/and colleges to this Ministry for examination.
As regards applicants resident in the Provinces, they may send by post to this Ministry their applications, statements of their records, essays and translations and may defer the submission of their diplomas or/and certificates until they come to Peking for the Examinations. They will be notified through the Government Gazette if and when they have been passed by the Qualification Tests Committee as qualified candidates for the Examinations so that they may come to Peking at the appointed time.
FORM OF APPLICATION.
I wish to enter as a candidate for the Examinations for Diplomatic and Consular Services and in accordance with Article 1 of the Regulations for the Qualification Tests in the Examinations for Diplomatic and Consular Services, I hereby send in my application besides submitting herewith the statement of my record and my essay with its translation in the language or languages.
Signed (.....)
Sealed (.....)
1916.
Form of Record.
Name..... age..... date of birth.....
Parentage:
Names of great grand-..... living or dead.
Names of grandparents..... living or dead.
Names of parents..... living or dead.
Native Places (Province and District).....
Address:
Courses of study pursued and degree or degrees received.
Your school or/and college (state whether government or private institutions, foreign or Chinese, and date of entrance and of graduation).
Occupation (Past and present, official or otherwise, and the length of time you have held each Office or you have been engaged in each work).
Signed.....
Sealed.....
1916.

PUBLIC COMPANIES

HUMPHREYS ESTATE AND FINANCER CO., LTD.

NOTICE IS HEREBY GIVEN that the ORDINARY ANNUAL GENERAL MEETING of SHAREHOLDERS will be held at the HONGKONG HOTEL, Hongkong, TO-DAY (SATURDAY), the 12th February, 1916, at Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1915.
The TRANSFER BOOKS of the Company will be CLOSED from the 7th to the 14th February (both days inclusive), during which period no Transfer of Shares can be effected.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 31st January, 1916. [227]

UNION WATERBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ELEVENTH ANNUAL GENERAL MEETING of SHAREHOLDERS will be held in the Office of Messrs. DODWELL & Co., Ltd., on MONDAY, the 14th February, 1916, at 11 A.M. for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to 31st December, 1915.
The TRANSFER BOOKS of the Company will be CLOSED from the 7th to the 14th February, both days inclusive.
DODWELL & Co., Ltd.,
General Managers.
Hongkong, 31st January, 1916. [228]

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE NINETEENTH ORDINARY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Maritima, on TUESDAY, the 15th February, 1916, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors.
The TRANSFER BOOKS of the Company will be CLOSED from the 2nd to the 15th February, 1916, both days inclusive.
By Order of the Board of Directors.
W. E. CLARKE,
Secretary.
Hongkong, 20th January, 1916. [207]

THE KOWLOON LAND & BUILDING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-SEVENTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Company's Office, Victoria Buildings, on FRIDAY, 18th February, 1916, at Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1915.
The TRANSFER BOOKS of the Company will be CLOSED from FRIDAY, the 11th, to FRIDAY, the 18th February, 1916 (both days inclusive), during which period no Transfer of Shares can be Registered.
By Order of the Board of Directors.
MOWBRAY S. NORTHCOTE,
Acting Secretary to the
HONGKONG LAND INVESTMENT & AGENCY CO., LIMITED,
General Agents for the
KOWLOON LAND & BUILDING CO., LTD.
Hongkong, 9th February, 1916. [233]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CURRY HALL, Hongkong, on SATURDAY, the 19th day of February, 1916, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts for the year ending the 31st December, 1915.
The REGISTER of SHARES of the Corporation will be CLOSED from MONDAY, the 7th February, to SATURDAY, the 19th February, 1916 (both days inclusive), during which period no Transfer of Shares can be Registered.
By Order of the Court of Directors.
N. J. STARR,
Chief Manager.
Hongkong, 31st January, 1916. [229]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

SHARE CERTIFICATE No. 2966, dated 6th May, 1909, of Thirty Shares numbered 8115 to 8139 inclusive and 15592/15596 inclusive, standing in the Register in the name of Dr. JOSEPH WHITNEY NOBLE, having been LOST, Notice is hereby given that unless the said certificate be produced at the Office of the Company, 20, Des Voeux Road, Central, Hongkong, on or before the 10th day of March, 1916, a New Certificate for the said Shares will be issued and the old Certificate will thereafter be held by the Company as null and void.
DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, 9th February, 1916. [254]

THE HONGKONG STEAM LAUNCH TUG AND LIGHTER CO., LTD.

LOST.

APPLICATION has been made to this Company to issue Duplicate Certificate of 29 Shares in this Company in the name of YUEN CHEONG or other Certificate or Certificates in lieu thereof upon Statement that the Original Certificate No. 29, Thirty Shares numbered 729/738 dated 15th August, 1910, has been LOST or DESTROYED, and NOTICE IS HEREBY GIVEN that if within 30 days from the date hereof no claim or representation in respect of such Original Certificate is made to the Company, the Undersigned will then proceed to deal with such application for duplicate.
For the HONGKONG STEAM LAUNCH TUG AND LIGHTER CO., LTD.,
GORDON & Co.,
General Managers.
Hongkong, 10th February, 1916. [253]

INTIMATION

WATSON'S

FINEST OLD

BROWN

BRANDY



QUALITY.

25 YEARS IN WOOD.

A. S. WATSON & CO., LTD.

WINE & SPIRIT MERCHANTS, HONGKONG.

MARRIAGE.

THOMAS GORDON.—At St. John's Cathedral, Hongkong, on 11th February, 1916, by the Rt. Rev. Lord Bishop of Victoria, DOXA HOLMSTROM, daughter of Mr. and Mrs. G. H. GORDON, of "Kamlang," Darling Point, Sydney, to EVAR RALPH, son of the late Mr. and Mrs. J. R. THOMAS, of Kew Gardens, Surrey. (Australian and Straits papers please copy.) [271]

The Daily Press.

HONGKONG 12th FEBRUARY, 1916.

BRITISH TRADE IN CHINA.

The recently published report on the trade of China in 1914 by Mr. KEE, the Commercial Attaché at Peking, will come as a wholesome corrective to many of the over-sanguine hopes that have found voice during the past few months. Never before has so much attention been given to British trade in China—scarcely a week has passed without someone laying down the law as to what must be done if we are to capture German trade in the Far East, until it would be pardonable if the impression got abroad that our only serious competitor is Germany and that the one thing necessary is to copy her methods, and then all will be well. In this connection Mr. KEE remarks that, "As to the prospect of replacing German goods by British, it may be pertinent to point out that in many of the articles Japan is, besides Germany, many, ahead of the United Kingdom, so that, in regard to these articles, Japanese products are more likely than British products to replace German goods." It is well to be prepared for the inevitable; in spite of the unique opportunity that now presents itself, it is impossible for British trade to monopolise all the vacancies that the cutting-off of German commerce has created. A large portion must go to other competitors, and then in course of time the British merchant will again be told that it is all his own fault for not following the advice that has been so freely offered him on all hands. We do not belittle the value of this advice; it is doubtless of great

assistance to trade to have men constantly travelling in the interior; to encourage the acquisition of the Chinese language, and so on, but these things will not work miracles. Many of the gratuitous counsellors seem to forget that the British merchant is not out in China for pleasure but, in his own interests, to do all the business he can, so that it is not probable that he would be swayed by nothing stronger than mere caprice or tradition into neglecting the salutary wisdom that has been poured out for his benefit by so many lecturers. We cannot believe that any man of business would be so blind to his own interests as some of the would-be instructors in commercial methods for the Far East would seem to suppose. If British trade in China is not so flourishing as it might be, the reason is not to be sought in any question of method, but rather in that of policy and general principles. But before considering these, it is well to remember what Chinese trade actually amounts to. The per capita value of China's total foreign trade is about 7 shillings annually; less than two per cent. of the exports of the United Kingdom go to China, while less than one per cent. of her imports is derived from that source. This naturally suggests that there are large undeveloped fields yet in reserve; that there is great room for expansion in China's trade; and that if any one country has made greater progress than another it has not been at the expense of other countries, but due rather to the fact that it has been quicker to reach out into the trade that is yet waiting to be taken up. We think that in the end it will be found that it is here that the victory of the United Kingdom over Germany will be gained in the struggle for commercial supremacy in China. The figures quoted by Mr. KEE show that in normal years the imports into China from the British Empire are ten times those from Germany. These figures include imports from Hongkong, whose ultimate provenance is doubtful, but, allowing for this, it is probable that British imports into China were fully seven times those from Germany in pre-war days. This is sufficient to show that Great Britain has to look for its real commercial benefit from the war not so much in supplanting German trade in China—that, though important, is secondary—but in forestalling it in the undeveloped sections. It has been by foreseeing, and even creating, a demand that Germany has got ahead of the United Kingdom in that which Mr. KEE refers to as "the most promising field at present for British engineering enterprises"—electrical requirements. But any advance into unexplored regions may be hazardous unless it is supplemented with the fullest possible information, and it is here that we think British commerce in the Far East is going to reap the benefit of recent developments, particularly of the founding of the British Chamber of Commerce at Shanghai. It is only a large organisation that is able to collate information from all available sources, and, given this organization, we look forward to seeing British firms hearing of openings as soon as those of any other nationality, and not learning of opportunities only after they have been seized by German or other firms.

The Bishop of Victoria will conduct the monthly service at the English Church, Macao, on Sunday, at 11 a.m.
The Bishop of Victoria will conduct a meeting for Intercession at St. Paul's College next Tuesday, at 6 o'clock.
At the Bankruptcy Court yesterday a Receiving Order was made against a Chinese firm carrying on business at 103, Wing Lok Street. Mr. Hing, on behalf of a petitioning creditor, made the application.
A men's conference will be held by the Rev. C. L. Cooper Hunt, C.F., in the Seamen's Institute, Wanchai, every Sunday afternoon from to-morrow onwards, until further notice, at 3 o'clock. All Service men are invited.
Mr. F. C. Hall, of Messrs. Jardine, Matheson & Co., left yesterday for Home. Mr. Hall purposes offering himself for active service. He has been for several years a prominent member of the Hongkong Football Club and Committee, and he was a very good Rugby footballer.
The Ven. Archdeacon Bachelor, who has been working amongst the Aizu people in North Japan for the last forty years, is now staying in the Colony. He will be the preacher at St. Andrew's, Kowloon, to-morrow (Sunday) morning, and on Monday evening he is to address in Japanese a company of Japanese who are resident in the Colony.

Dr. Gracia Ozorio, a well-known Portuguese resident, has been nominated as a candidate for the vacancy on the Sanitary Board.

Mr. R. Packham prosecuted two Chinese at the Magistracy yesterday for stealing 50 lbs. of saltpetre, the property of the Hongkong and Kowloon Wharf and Godown Co. Defendants, who denied that they had stolen the stuff, were each sentenced to one month's hard labour.

Sir Francis Piggott, late Chief Justice of Hongkong, has written a lucid and weighty essay ("The Neutral Merchant in Relation to the Law of Contraband of War and Blockade") which not only justifies, the much-discussed Order-in-Council of last March, but illumines with the light of common-sense the controversy started among neutral nations by that naive Prussian "crystal"—"the freedom of the sea." "If," says Sir Francis in a sentence which really sets out the whole matter, "founded in a nutshell"—"if a fleet is a legitimate weapon of offence and defence for nations whose borders are on the sea, then the fortune of one aspect of war between them must rest with the superior fleet, and when war does come the imagined equality of the sea, whether for belligerents or for neutrals who cross the track of it." The rest of the essay, which is written in clear, simple, unadorned English, amply establishes that unchallengeable statement of bedrock principle.

CORRESPONDENCE.

A VISITOR'S IMPRESSION.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—Being a visitor to this Colony, whilst taking a walk in the vicinity of the City Hall, I noticed yesterday a big crowd in the large compound adjoining the Cathedral, and I was led to the place through curiosity. Just a little while I heard the sounds of a band and saw troops coming down to the direction of the said ground when I realized that some official inspection was going to be held. When I was told, upon inquiry, that the men were all civilians and not regulars, I was really surprised at the efficiency of the corps. Great credit is due to the gentleman who has organized such a fine body of over 500 strong. This is one of the fine impressions I shall take with me when I leave Hongkong. The band, I was told, was solely composed of Portuguese gentlemen, and I must say it was a very creditable one.

Hongkong may be proud of getting up such an efficient body of men in such a short period to take the place of the absentees at the Front. Surely, no Germans will attempt to approach Hongkong; by gingo if they do!—Yours, etc.,
A VISITOR.

THE YAUMATI FERRY COLLISION.

WRONGFUL ACTION OF THE "WUI ON."

The Harbourmaster and Marine Magistrate (Commander Beekwith, R.N.) yesterday pronounced his finding in the enquiry into the recent collision between the Lee Sang and the Wui On, two Yaumati ferry launches.

His worship said:—I find that the steam launch Wui On, on a voyage from Yaumati to Hongkong, was sighted by the steam launch Lee Sang at or about 6.30 p.m. in the vicinity of H.M.S. Wivern off Naval Kowloon anchorage. At the time of sighting, the Wui On was showing two side lights and a masthead light, and was thus right ahead of the Lee Sang and steaming full speed. The Lee Sang at once altered course to starboard and gave a short blast. But shortly after, seeing that the Wui On had starboarded and that a collision was inevitable, went full speed astern and blew three blasts, but had not sufficient time to get the way off his launch, the Lee Sang, which hit the Wui On on the starboard side forward and damaged her to such an extent that she sank in some 15 minutes.

"It was clearly the duty of the coxswain of the Wui On, when he saw the Lee Sang ahead, to have altered course to starboard so as to pass on the port side of the Lee Sang; and that instead of doing this, the coxswain of the Wui On altered course to port, thus leading across the bow of the Lee Sang, which had already obeyed the rule of the road and altered her course to starboard; and that the collision was entirely due to the wrongful action of the coxswain in charge of the Wui On. I therefore order his certificate to be suspended for 12 months, at the end of which a further examination must be passed before the certificate is returned."

THE WAR.

GERMANY APPREHENSIVE.

MORE PEACE PROPOSALS.

ENEMY'S FEAR OF RUMANIA.

ITALY'S PARTICIPATION.

IMPORTANT MISSION OF FRENCH PREMIER.

ARMED MERCHANTMEN TO BE TREATED AS WARSHIPS.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

FIERCE LOCAL FIGHTING. STRONG ENEMY ATTACK DEFEATED.

PARIS, February 10th.

To-day's communiqué says that there has been fierce local fighting in Artois. We re-occupied more ground at La Folie. The Germans at nightfall made a strong attack on the Neuville-La Folie Road, which was repulsed.

We took some prisoners in the region of the Somme, and also two quick-firers.

MUCH ALLIED AND ENEMY ACTIVITY.

ATTEMPTED GERMAN ATTACKS DEFEATED.

PARIS, February 11th.

The evening communiqué says:—We continued to progress in Artois by bombing communication trenches west of La Folie. Two German attacks west of Hill 140 were completely repulsed. The Germans exploded a mine north of the Neuville-Thelus road. We occupied the crater.

A party of the enemy attempted an attack south of the Somme. They were immediately driven back to their trenches by a curtain of fire.

Our artillery destroyed a blockhouse in the Beauvraignes district, bombarded enemy cantonnements, and carried out a destructive fire on the works at Meenil, in Champagne, and the Forest of Montmaré, in the Woëvre.

The Germans, as on two previous days, threw heavy shells from long range into the Belfort fortress, but only two had been fired when our artillery concentrated their fire on the enemy battery, which was located on Wednesday, simultaneously bombarding military establishments south-west of Mulhausen.

BRITISH AIR RAID.

ARTILLERY AGAIN ACTIVE.

LONDON, February 11th.

General Sir Douglas Haig reports that 16 aeroplanes successfully raided enemy huts at Terhand.

Hostile artillery has been active at Fonquevillers and elsewhere.

The enemy exploded a mine north-east of Givenchy, but caused no damage.

There was mutual shelling south of Bois Grenier.

We engaged enemy batteries at St. Julien.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

RUSSIANS CAPTURE HILLS NEAR ROVNO.

PETROGRAD, February 11th.

A communiqué says that there have been active artillery and rifle duels on the Riga front. The Russian guns were most effective, wrecking enemy works.

The Russians, between Rovno and Lutsk, captured two hills at the point of the bayonet and repulsed counter-attacks.

ENEMY IN PERSIA OVERTHROWN.

PETROGRAD, February 11th.

A communiqué states that large enemy forces were defeated south of Hamadan, in Persia.

[THROUGH REUTER'S AGENCY.]

CZERNOWITZ THREATENED.

ENEMY AND CONSEQUENCES OF ITS FALL.

PETROGRAD, February 10th.

The Russians, by forcing a passage across the Dniester, threaten the enemy positions at Czernowitz. According to prisoners, the desperate defence of Czernowitz by the Germans and Austrians, who suffered enormous losses, was due to an Army Order declaring that the fall of Czernowitz would cause Rumania to join the Entente.

THE BALKANS

[THROUGH REUTER'S AGENCY.]

GERMAN DESIGNS AGAINST RUMANIA.

ROME, February 9th.

The *Corriere della Sera* believes that Germany is preparing a sudden blow against Rumania, and will demand guarantees of her neutrality. The paper urges the strengthening of the ties uniting Rumania and the Entente.

AUSTRIANS' PROGRESS.

A REARGUARD ACTION WITH SERBIANS.

CONR, February 11th.

A Serbian communiqué states that the Austrians are continuing their progress towards Durazzo. In a rearguard action on the 2nd inst. the Serbians repulsed the Austrians, killed many, and captured a hundred.

FRENCH OCCUPY FANO.

LONDON, February 11th.

The French have occupied the island of Fano, north of Corfu.

GREEKS DISPERSE BULGARS.

PARIS, February 10th.

An Athens telegram says that a Greek detachment dispersed a band of Bulgarian comitadjis at Soros on the 8th inst., and took many prisoners, including the leader.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

RUSSIAN DESTROYERS ACTIVE.

PETROGRAD, February 11th.

A communiqué says that Russian destroyers in the Black Sea bombarded Turkish positions on the Anatolian coast and sank seven sailing ships.

FIGHTING SUBMARINES.

GOOD WORK BY ARMED LINERS.

LONDON, February 11th.

The *Times* states that three liners among others which recently beat off submarines were the P. and O. *Kashgor*, which, in the Mediterranean, twice fired at a periscope, causing it to disappear; the Ellerman liner *City of Marseilles*, which was shelled in the Mediterranean and replied with eight shots before the submarine dived; and the French liner *Plata* which fired at a submarine half a mile distant. It is believed that the submarine was hit in a vital part.

The *Times* adds that this is the best reply to the suicidal American suggestion to disarm merchantmen.

[THROUGH REUTER'S AGENCY.]

ENEMY AND ARMED MERCHANTMEN. TO BE TREATED AS WARSHIPS.

LONDON, February 11th.

Germany and Austria have notified neutrals of their intention to treat armed merchantmen as warships after the 1st March.

AMSTERDAM, February 11th.

Germany, in a Memorandum handed to neutral representatives in Berlin, declares that though she considers the arming of merchantmen contrary to International Law, she treats the crews as belligerents, not as pirates. She asserts that there have been numerous cases of British merchantmen, by order of the Admiralty, attacking German warships, repeatedly using false colours. Therefore, Germany warns neutrals against voyaging in armed Allied merchantmen.

AMERICA WANTS ANOTHER
APOLOGY.

AUSTRIAN SUBMARINE'S ACT.

NEW YORK, February 10th.

America has sent a Note to Austria demanding an apology for the submarine attack on the American steamer *Petrolite*, the punishment of the Commander, and an indemnity for the injury. The Note adds that the submarine fired without warning, and continued firing although the steamer had stopped, wounding one man. Thereafter, the submarine's crew forcibly helped themselves to provisions.

THE NEAR EAST.

[THROUGH REUTER'S AGENCY.]

FRENCH BOMB SMYRNA.

ATHENS, February 11th.

A French air squadron bombed Smyrna on Tuesday.

GENERAL.

[THROUGH REUTER'S AGENCY.]

GERMANY OFFERS PEACE TERMS TO BELGIUM. ECONOMIC AND COMMERCIAL PRIVILEGES.

ROME, February 11th.

It is stated that Germany has offered Belgium peace terms on the following basis:—
Restoration of the country.
The return of King Albert.

The payment of a large indemnity in exchange for economic and commercial privileges which will practically transform some of the Belgian ports, especially Antwerp, into German traffic centres.
PROPOSALS REJECTED.

ROME, February 10th.

The *Giornale d'Italia* states that King Albert has rejected the German peace proposals.

GERMANY'S FEAR OF THE FUTURE.

LONDON, February 10th.

It is stated in New York that Colonel House, who is returning to America via Paris and London, learned in Berlin that Germany was willing to discuss peace on the basis of the *status quo ante bellum*, but the Allies positively refuse.

FRENCH PREMIER'S VISIT TO ITALY.

IMPRESSIVE DEMONSTRATIONS.

ROME, February 10th.

There were impressive demonstrations on the occasion of the visit of M. Briand. The French Premier was welcomed by M. Salandra and other Ministers. Immense crowds gathered, despite the rain. The visitor was accorded military honours.

M. Briand's mission to Italy is most important, and is expected to result in the Italians sending troops to Salonika, the establishment of a common diplomatic Council of the Allies, with a seat in Paris, and the participation of Italy in the manufacture of munitions.

WORKERS AND COMPULSION.

AN ABANDONED MEETING.

LONDON, February 11th.

The alliance of miners, railwaymen and transport workers abandoned the meeting to consider their action against the Compulsion Bill.

ENORMOUS PRUSSIAN LOSSES.

AMSTERDAM, February 11th.

The Prussian losses to date are 2,377,372.

[THROUGH REUTER'S AGENCY.]

AIR RAIDER'S TARGETS. GIRLS' SCHOOL AND TRAMCAR FULL OF NON-COMBATANTS.

LONDON, February 10th.

The first aviator who raided the Kentish coast on Wednesday selected a tram-car full of women and children as a target, but the bomb did no damage and did not create a panic. The raider was plainly seen circling round. Three bombs were dropped in an adjoining field.

The second raider selected a large girls' school. A bomb exploded in an upper storey, and created some material damage. Portions of the ceiling fell on a class of small children. One little girl had her foot cut, and a maid was slightly injured. Three bombs fell in the school grounds, doing no damage.

Two other bombs caused slight material damage. One woman was wounded. Naval and military aeroplanes ascended within a few minutes of sighting the raiders, but they were unable to overtake the seaplanes owing to the precipitate nature of their flight.

ANTI-ZEPPELIN MEASURES.

MIDLAND COUNTIES AND TIMELY WARNINGS.

LONDON, February 11th.

All the public authorities of Warwickshire, Worcestershire, and Staffordshire were represented at the conference held at Birmingham which was convened by the Lord Mayor of Birmingham for the purpose of discussing anti-Zeppelin measures. The Conference passed a resolution welcoming the new Home Office order for securing uniformity of the lighting restrictions, but demanding the military authorities to organise a system for giving early warning of the arrival and movements of aircraft.

AIR TORPEDOES.

COPENHAGEN, February 11th.

The Zeppelin raiders on the Midlands carried air torpedoes with a range of four miles.

ANOTHER ZEPPELIN GONE. ONE OF THE PARIS RAIDERS.

LONDON, February 11th.

The *Echo Belge* reports that a Zeppelin which participated in the raid on Paris collided with trees and houses at Ligne on the 29th ult. and was destroyed, the crew being killed.

ANTI-GERMAN AGITATION IN TORONTO.

TORONTO, February 10th.

The anti-German agitation is rapidly spreading.

EDITOR OF "VORWAERTS" IN TROUBLE.

AMSTERDAM, February 10th.

Dr. Meyer, Editor of the *Vorwaerts*, is being tried on a charge of inciting class hatred.

CONTROL OF SHIPPING.

TAXATION FOR RESTRICTION?

LONDON, February 11th.

Mr. Runciman privately discussed shipping control and the restriction of imports with the Unionist Business Committee for two hours yesterday. It is stated that the Unionists urged that instead of the restriction there should be a taxation of imports, giving preference to the Dominions.

It is understood that Mr. Runciman was unable to give an undertaking.

NEW CANADA BIPLANE.

TO KILL FOKKER TERROR.

LONDON, February 11th.

The Secretary of the Aero Club of America states that the new Canada biplane has a speed of 120 miles an hour. They are being largely built by the British to kill the Fokker terror.

THE "TEXAS" AT QUEENSTOWN.

LONDON, February 10th.

The Swedish steamer *Texas*, which was reported to be making for Queenstown on fire, has arrived at the port on fire in the No. 3 hold.

[THROUGH REUTER'S AGENCY.]

AMERICAN WAR MINISTERS RESIGN.

WASHINGTON, February 11th.

Mr. Garrison, the Secretary for War, has resigned. It is understood that the Minister has resigned because a large majority of Congress opposed his plan for a Continental Army.

The Under-Secretary for War, Mr. Breckenridge, has also resigned.

FOR SERVICE OVERSEAS.

LONDON, February 10th.

The War Office has sanctioned the raising of two Overseas battalions from the London Regiment.

THE SILVER MARKET.

LONDON, February 10th.

The silver report states that the market is inactive, and supplies are very restricted.

I.C.S. APPOINTMENTS.

AN EXPLANATORY NOTE.

LONDON, February 11th.

Mr. Austen Chamberlain has issued an explanatory notice regarding appointments to the Indian Civil Service under the new Act. This states that the concession whereby candidates with war service will be permitted to make a deduction in age extends to non-combatant service, provided it is non-commercial. Applications for entry to the examination in 1916 must be made before June 6th. Mr. Chamberlain emphasises that those eligible for appointment by nomination will only be those whose education and character would normally have qualified them for appointment had they been successful in open competition. Regarding age, Mr. Chamberlain says that he has provisionally decided that no candidate will be eligible who was over twenty-four years of age on August 1st, 1915, but this limit will be open to reduction in the light of future circumstances.

A WEDDING IN EGYPT.

CAIRO, February 11th.

Miss Irene McMahon, daughter of Col. Sir Arthur McMahon, has been married to Captain Evans Gordon. The Sultan gave a banquet in honour of the newly married couple.

THE VACANT RANKS.

(In a letter recently written to a friend in Ottawa, Sergeant Leonard Allen, of the 1st Field Company, Engineers, C.E.F., sent a recruiting poem written by a corporal in his section. The poem, he states, was written in a couple of hours by the corporal, following an engagement.)

On the road to Tipperary
There's a place that's vacant still,
There's a rifle lying silent,
There's a uniform to fill,
True, at home they'll hate to lose you,
But the march will soon begin,
On the road to Tipperary,
With the Army to Berlin.

In the Morris chairs of Clubland,
Are you there content to stay,
While others guard your honour,
While the Germans boast "the day"?
For your King and Country need you,
And we want to count you in,
On the road to Tipperary,
With the Army to Berlin.

Have you seen the lonely crosses—
Boys who'll never more come home,
Will you idle while they're calling,
Will you leave them there alone?
For they're calling, calling, calling,
And they want to hear you sing,
On the road to Tipperary,
With the Army to Berlin.

When from Mons they fought each foot-
step,
When their lips with pain were dumb,
Was the hope which held their trenches,
Never doubting you would come,
Through the frozen hell of Winter,
Midst the shrapnel's racking din,
They have waited, never fearing,
You would join them in Berlin.

On the road to Tipperary,
There's a crimson debt to pay,
There's a land of awful darkness,
Patient faces, tired and gray,
Sobbing women, ruined girlhood,
Strew the train of Cultured Sin,
Can't you hear the call for vengeance?
Won't you join us in Berlin?

On the road to Tipperary,
Sleep the boys whose day is done,
Don't you hear the voices calling,
To complete their work begun?
There are ghostsly fingers beck'ning,
There are victories yet to win,
On the road to Tipperary,
With the Army to Berlin.

On the road to Tipperary,
When the boys come home at last,
Won't you wish that you had listened,
"Era Old England's call had passed!"
But the gate of manhood's open,
You your part can still begin,
On the road to Tipperary,
With the Army to Berlin.

IMPORTING ARMS.

CHINESE FROM BOSTON HEAVILY FINED.

At the Magistracy yesterday a Chinese merchant who hailed from Boston was charged with importing into the Colony one revolver and 300 rounds of ammunition.

Mr. W. E. Hind, who defended, said his client had resided in Boston, where he had carried on the business of a merchant for the past 32 years, and was on his way to China. Before leaving America, for his own protection, he purchased a revolver and some rounds of ammunition. What prompted him to purchase the articles was that two of his nephews had been attacked and held to ransom in Kwangtung by pirates last year, and the defendant, not wishing to meet with a similar fate, merely took what he considered to be necessary precautions. This was not one of these cases where a man was importing a revolver into the colony for sale, and he would ask that a nominal penalty be imposed. In many of these cases men from abroad did not know it was against the law to bring arms into the Colony, and he thought it might be made more widely known.

P. C. Clarke stated that the box containing the revolver and ammunition had been placed in an iron stove, and covered over with straw.

A fine of \$300 was imposed.

"PILING ON THE AGONY." CONFLICTING STORIES BY CROWN WITNESSES.

Before Mr. F. A. Hazeland at the Magistracy yesterday a Chinese was charged with being in possession of 7½ lbs. of morphine, valued at \$804, when going on board the *Honam* at the Hongkong, Canton and Macao Steamboat Company's Wharf.

Revenue Officer Wilden stated that about midnight a Chinese Revenue Officer saw the defendant on the wharf and asked him what he had in the bundle he was carrying. The defendant updid it, and was told to repack it, which he did, but immediately bolted on to the *Honam*, where he was chased round and round the ship by two Filipino watchmen who, it appeared, caught him simultaneously, but there seemed to be a bit of jealousy between them as to who really was the captor.

A Chinese Revenue Officer stated that when the man ran on the ship he threw the bundle away from him and tried to jump over the rail.

His worship—The witness is piling on the agony a bit.

Revenue Officer Wilden—Oh no, sir, I don't think so. You can jump from the ship on to the wharf.

Witness went on to say that he chased defendant a little way and then blew his whistle.

A Filipino watchman said he was on duty on the gangway when he saw the defendant coming up with a bundle under his arm. He ran on to the ship and sat down in a Chinese lady's cabin as though he were a passenger. Witness, who knew defendant was an opium smoker, thought there was something wrong with the bundle, caught hold of him and pointed a revolver at him.

His worship—I don't understand this. One witness says he caught him while he was running, and yet the other said he caught him sitting down.

Another watchman said the defendant was sitting in the third class, and had thrown the parcel away.

His worship—This is getting worse and worse.

Defendant denied that he was carrying the package.

His worship said that owing to the extraordinarily conflicting evidence the defendant would be discharged.

Defendant was leaving the Court when he was seized by a couple of Chinese Revenue Officers. The Magistrate observed this, and sharply instructed the interpreter to inform the Revenue Officers that once he had ordered a defendant's discharge he was to be let alone, and allowed to go his own way.

A BISHOP'S STORY.

An interesting description, very fully illustrated by lantern slides of a journey from Shanghai through the centre of China to Peking, and thence to Manchuria and Korea, was given by Mr. P. M. Roxby to the children who attended the Royal Geographical Society's lecture at the Kensington Town Hall recently. Among the stories Mr. Roxby told was one recounted by the Bishop of North China, who, when at home, was speaking to a lady of the chapel at the British Legation in Peking. "Does the Emperor of China come to your services?" she asked. "No," replied the bishop, "he has not been yet." "But," murmured the lady in a hushed voice, "is the Emperor a Nonconformist?"

SHIPPING

ARRIVALS.

CHICAGO MARU, Japanese str., 3,637, K. Hori, February 11th—Manila, February 8th, General—Osaka Shosen Kaisha.
 HEIYO MARU, Japanese str., 2,205, T. Nakamura, February 11th—Mitsui Bussan Kaisha.
 KANSAS, British str., 3,911, R. Linklater, February 10th—New York and Shanghai, February 7th, Case oil—Shewan, Tomes & Co.
 KICKLAND, British str., from Canton.
 LUCHOW, British str., 1,221, Gibbs, February 11th—Shanghai, February 7th, General—Butterfield & Swire.
 SINGAPORE, British str., 1,178, H. Simpson, February 11th—Singapore, February 7th, General—Jardine, Matheson & Co.
 TANGO MARU, Japanese str., 4,200, K. Seyoda, February 10th—Manila, February 8th, General—Nippon Yusen Kaisha.

CLEARANCES

IN THE HARBOR MASTER'S OFFICE
 February 11th.
 CHENGTE, British str., for Swatow.
 CHUSAN, British str., for Swatow.
 SINGAN, British str., for Dally.

DEPARTURES

February 11th.
 ATSUTA MARU, Jap. str., for Singapore.
 BENALDER, British str., for Nagasaki.
 CHATEAU, Chinese str., for Canton.
 KASHING, British str., for Saigon.
 KAWANGTAI, Chinese str., for Canton.
 LUCHOW, British str., for Canton.
 PAOTING, British str., for Dally.
 SARDINIA, British str., for Singapore.
 SHINKOKU MARU, Jap. str., for Singapore.
 STANDARD, Norwegian str., for Saigon.
 TANGO MARU, Japanese str., for Nagasaki.
 TIDANAS, Dutch str., for Singapore.
 VAN SPILBERGEN, British str., for Hongkong.
 KWELLIN, British str., for Dally.

SHIPPING REPORT.

The str. Luchow reports: Fresh N.E. gale.

PASSENGERS.

ARRIVED.
 Per Chicago Maru, from Manila, Mr. J. A. Kaufman and Mr. Jas. Heise.
 Per Luchow, from Shanghai, Mr. Wright and Mr. Robert Ho Tung and family.
 Per Atsuta Maru, from Hongkong for Europe, etc., Mr. F. C. Hall, Mr. N. Morie, Mr. and Mrs. Gibson, Mr. A. W. Crawford, Miss Moorbrink, Mr. T. Yoshida, Mrs. H. Fleming, Mr. and Mrs. N. F. Abdulali and 2 children, Mrs. L. Gilder and child, Mr. Geo. W. Ellis, Mr. and Mrs. Gallagher, Mr. K. Hara, Mr. K. Yoshida, Mr. Pigaria, Mr. and Mrs. Matsumura, Mr. and Mrs. Warden, Mr. and Mrs. Hoshizaki, Mrs. P. J. Cooke, Mr. C. W. Bishop, Mr. H. Fullerton, Mr. J. Commissioner, Mr. Y. Ueyama, Mr. E. C. Boxell, Miss M. Clark, Mr. H. W. C. Morley, Miss P. A. Pierson, Miss B. A. Pierson, Miss J. C. Cotta, Mr. Hamaoka, Mr. T. Kuchiki, Messrs. M. Nishimura, N. Yemura, C. Kobayashi, Mr. and Mrs. Tachimura, Mr. S. Takuchi, Mr. G. T. Lloyd, Mr. P. C. H. Grove, Mr. and Mrs. B. O. Salisbury and child, Mr. S. Yamamoto, and Mr. H. Haraguchi.
 Per Sardinia, from Hongkong, Mr. J. G. Mitchell, Miss A. M. Ramsey, Mr. H. J. Allan, Lieut. G. Gould, Mr. and Mrs. Park, Rev. H. J. Parker, Rev. D. Lynch, Rev. F. J. Farrell, Rev. Thomas Barrett, Mr. T. J. Wilson, Mr. F. S. Bowen, Mr. J. F. Lumsden, Mr. Jackson, Mr. W. G. Darby, Sister A. Saad, Sister N. Corneo, Mr. and Mrs. W. Baldwin, and Mr. D. E. Morrison.

LATEST STEAMER MOVEMENT.

The str. *Fulda* from Calcutta left Singapore on the 10th inst. and may be expected to arrive here on or about the 10th inst.

VESSELS ON THE BERTH

HONGKONG—NEW YORK.
 For NEW YORK VIA SUEZ CANAL OR CAPE OF GOOD HOPE.
 S.S. "EGREMONT CASTLE,"
 about end of February.
 For Freight and further information, apply to—
 DODWELL & Co., Ltd.
 Agents.
 Hongkong, 3rd January, 1916.

GLEN LINE (McGREGOR, GOW & Co.), LIMITED.
 For GENOA ONLY.
 THE Steamship
 "GLENLOGAN."
 Captain H. J. Henderson, will be despatched for the above port on MONDAY, 14th Feb., 1916.
 For freight, passage and further information, apply to—
 SHEWAN, TOMES & Co.,
 Agents.
 Hongkong, 13th January, 1916. [173]

GLEN LINE (McGREGOR, GOW & Co.), LIMITED.
 FOR LONDON.
 THE Steamship
 "GLENSTRAE."
 Captain Jos. McGilivray, will be despatched for the above port on or about Middle of March, 1916.
 For freight and further information, apply to—
 SHEWAN, TOMES & Co.,
 Agents.
 Hongkong, 9th February, 1916. [255]

ON SALE.
 BOUND VOLUMES of the HONGKONG WEEKLY PRESS, JANUARY to JUNE, 1915. With Index. Price 5s. 6d.
 On Sale at the "HONGKONG DAILY PRESS" Office.
 Hongkong 10th August, 1915.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's	2. From Harbour Master's to Blake Pier	3. From Blake Pier to Naval Yard	4. From Naval Yard to East Point
DESTINATION	VESSEL'S NAME	FLAG & REG.	DEPTH
LONDON	KANSAS	Brit. str.	—
LONDON	MONGARA	Str. str.	—
LONDON	HITACHI MARU	Jap. str.	—
LONDON	GLINSTRAN	Brit. str.	—
MARSHWILLES VIA PORTS	ANDRE LEBON	Fre. str.	—
GENOA	GLINLOGAN	Brit. str.	—
VICTORIA & TACOMA VIA MANILA, &c.	CHICAGO MARU	Jap. str.	—
VICTORIA B.C. & SEATTLE VIA KIELUNG, &c.	KAMAKURA MARU	Jap. str.	—
MEXICAN PERUVIAN & OTHER PORTS VIA JAPAN	ANTO MARU	Jap. str.	—
NEW YORK VIA SUEZ CANAL	INDRASAMHA	Brit. str.	—
SAN FRANCISCO	EGREMONT CASTLE	Brit. str.	—
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	THORNDART	Dut. str.	—
SAN FRANCISCO VIA MANILA & JAPAN, &c.	NISSON MARU	Jap. str.	—
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTAGLE	Brit. str.	—
AUSTRALIAN PORTS VIA MANILA	AKI MARU	Jap. str.	—
AUSTRALIAN PORTS VIA TIMOR	TAIWAN	Brit. str.	—
DELAGOA BAY, DURBAN, EAST LONDON, &c.	ST. ALBANS	Brit. str.	—
NAGASAKI, KOBE & YOKOHAMA	SUBAT	Brit. str.	—
TIENTSIN & WEIHAIWEI	NISSON MARU	Jap. str.	—
JAPAN	CHIPSING	Dut. str.	—
KOBE & MOJI	TULIOWAN	Brit. str.	—
SHANGHAI	KUMHANG	Brit. str.	—
SHANGHAI VIA SWATOW	LUCHOW	Brit. str.	—
SHANGHAI KOBE & YOKOHAMA	CHOWANG	Jap. str.	—
SHANGHAI	KAGA MARU	Jap. str.	—
SHANGHAI	YINGCHOW	Brit. str.	—
SHANGHAI	WOSANG	Brit. str.	—
SHANGHAI	HOPKINS	Brit. str.	—
SHANGHAI	SHANTUNG	Brit. str.	—
SHANGHAI	NANKIN	Brit. str.	—
SHANGHAI	KWONGSANG	Brit. str.	—
SHANGHAI	NOB	Brit. str.	—
SHANGHAI, MOJI, KOBE & YOKOHAMA	PHANG MARU	Dut. str.	—
SHANGHAI, MOJI & KOBE	MIYAZAKI MARU	Fre. str.	—
SHANGHAI, MOJI & KOBE	TITABONG	Brit. str.	—
SHANGHAI	DANGI MARU	Jap. str.	—
SHANGHAI	SOSEN MARU	Jap. str.	—
SHANGHAI	KUANGHONG	Brit. str.	—
SHANGHAI	HAICHONG	Brit. str.	—
SHANGHAI	HAICHONG	Brit. str.	—
SHANGHAI	HAICHONG	Brit. str.	—
SHANGHAI	LOONGHANG	Brit. str.	—
SHANGHAI	LAMING	Brit. str.	—
SHANGHAI	BALAHANG	Jap. str.	—
SHANGHAI	KIRIN MARU	Jap. str.	—
SHANGHAI	NAMANG	Jap. str.	—
SHANGHAI	JINSEN MARU	Jap. str.	—
SHANGHAI	JAPAN	Brit. str.	—
SHANGHAI	ROUNGHANG	Brit. str.	—
SHANGHAI	LOKHANG	Brit. str.	—
SHANGHAI	QUANTA	Brit. str.	—

INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
 FOR
 SINGAPORE, PENANG & CALOUTTA "NAMSANG" Saturday, 12th Feb., 3 P.M.
 MANILA "LOONGHANG" Saturday, 12th Feb., 3 P.M.
 SHANGHAI VIA SWATOW "WOSANG" Tuesday, 15th Feb., D'light.
 SHANGHAI "CHIPSING" Wednesday, 16th Feb., D'light.
 TIENTSIN & WEIHAIWEI "LOKSANG" Thursday, 17th Feb., D'light.
 HOIHOW & HAIPHONG "HOISANG" Friday, 18th Feb., D'light.
 SHANGHAI "KWONGSANG" Sunday, 20th Feb., D'light.
 SHANGHAI "KUMSANG" Sunday, 20th Feb., D'light.
 KOBE & MOJI "BETWEEN TOURS TO JAPAN."

The steamers "KUMSANG," "NAMSANG," and "POKSANG" leave about every 3 weeks, generally call at Shanghai en route for Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied, 23 days. This service is supplemented by the "YATSHING," "KUMSANG" leaving Hongkong at regular intervals for Yokohama (when sufficient inducement is offered), Kobe and Moji and returning thence direct to Hongkong. Time occupied, 19 days.
 These vessels have all modern improvements and are fitted "throughout with Electric Light."
 A fully qualified surgeon is also carried.
 *Steamers have superior accommodation for First Class passengers and are fitted throughout with Electric Light.
 *Taking cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dally, Wetherford.
 *Taking cargo on Through Bills of Lading to Kudat, Lahad Datu, Singapore, Tawau, Uluken, Jesselton and Labuan.
 Telephone No. 215.
 For Freight or passage, apply to JARDINE, MATHESON & Co., Ltd.
 GENERAL MANAGERS.
 Hongkong, 12th February, 1916. [6]

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN
 YOKOHAMA, KOBE, HONGKONG AND RANGOON.
 Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.
 For Freight or Passage, apply to
 JARDINE, MATHESON & Co., Ltd.
 AGENTS.
 Telephone No. 215.
 Hongkong, 16th April, 1915. [24]

THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG,
 SUBJECT TO CHANGE WITHOUT NOTICE.
 HOMEWARD.
 TRANS-PACIFIC SERVICE.
 SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND.
 For Freight and further Particulars, apply to
 JARDINE, MATHESON & Co., Ltd.,
 AGENTS.
 Telephone No. 215 Sub. Ex. 10
 Hongkong, 26th October, 1915. [23]

CANADIAN PACIFIC RAILWAY

COMPANY'S
 STEAMSHIP LINE
 FROM CHINA & JAPAN TO
 CANADA, UNITED STATES & EUROPE
 VIA VANCOUVER.
 CALLING AT SHANGHAI, NAGASAKI (Inland Sea), KOBE AND YOKOHAMA.
 QUICKEST TIME ACROSS THE PACIFIC

"EMPRESS OF RUSSIA"—"EMPRESS OF ASIA"
 16,850 Tons Gross Register—Quadruple Screw—Speed 21 Knots.
 "EMPRESS OF JAPAN"—REDUCED FIRST CLASS FARE.
 "MONTEAGLE"—INTERMEDIATE.
 PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO CHANGE.
 "MONTEAGLE"—16 FEB. "EMPRESS OF ASIA"—20 APRIL
 "EMPRESS OF RUSSIA"—23 MAR. "MONTEAGLE"—25 APRIL
 "EMPRESS OF JAPAN"—5 APR. "EMPRESS OF RUSSIA"—18 MAY.
 "EMPRESS OF ASIA"—16 JUNE.
 For further information, Sallings, Guide Books, etc., please apply to
 * Calls at MOJI instead of NAGASAKI.
 D. W. CRADDOCK,
 GENERAL TRAFFIC AGENT,
 HONGKONG.
 1101

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.
 PROPOSED SAILING
 FROM HONGKONG: 24th February. connecting with "SURAT" FROM COLOMBO: 18th March.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA AND STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.
 PROPOSED SAILING
 S.S. "SALAMIS" From Hongkong: 14th Feb., 1916
 FIRST CLASS ACCOMMODATION FOR PASSENGERS.
 FITTED WITH WIRELESS TELEGRAPHY.
 For Rates of Freight and Passage, apply to—
 THE BANK LINE, LIMITED,
 MANAGING AGENTS.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)
 JAPAN, CHINA AND STRAITS
 UNITED KINGDOM AND CONTINENT.
 For LONDON: Steamers "KANSAS" Sails On 15th Feb.
 Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option.
 Subject to change without notice.
 For rates of freight and further information apply to
 THE BANK LINE, LTD.,
 OR TO BRASS & Co., CANTON.
 Hongkong 12th January, 1916. [104]

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer:
 "NAMUR."
 Arrived Hongkong on 5th February, 1916.
 FROM BOMBAY, COLOMBO AND STRAITS.
 Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.
 This vessel brings on Cargo—
 From London, &c., ex s.s. "Medina" and "Nyansa."
 From Persian Gulf, ex s.s. "B. I. S. N." and "B. P. S. N. Co.'s Steamers."
 Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.
 Goods not cleared within 8 days including date of arrival will be subject to rent.
 No Fire Insurance will be effected by me in any case whatever.
 Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.
 E. V. D. PARR,
 Acting Superintendent.
 Hongkong, 5th February, 1916. [1]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.
 S.S. "BENALDER,"
 FROM MIDDLESBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where and from the wharves delivery may be obtained.
 No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.
 All Claims against the Steamer must be presented to the Underwriter on or before the 22nd inst., or they will not be recognized.
 All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 11 A.M.
 No Fire Insurance has been effected.
 Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.
 Hongkong, 6th February, 1916. [236]

AMERICAN ASIATIC S.S. CO.

NOTICE TO CONSIGNEES.
 FROM NEW YORK

THE Steamship

"KANSAS."
 Captain R. Linklater, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.
 All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, 16th inst., at 10 A.M.
 All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized.
 No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst. will be subject to rent.
 Consignees of Cargo are hereby notified that they must produce an Import permit signed by the Superintendent of Import and Exports, Hongkong, before Bills of Lading can be countersigned.
 No Fire Insurance has been effected.
 Bills of Lading will be countersigned by SHEWAN, TOMES & Co., General Agents.
 Hongkong, 9th February, 1916. [262]

CANADIAN PACIFIC RAILWAY

COMPANY'S ROYAL MAIL STEAMSHIP LINE.
 NOTICE TO CONSIGNEES.
 S.S. "MONTEAGLE"

THE above-mentioned Steamer having arrived from VANCOUVER, VICTORIA and JAPAN PORTS, Consignees of Cargo are hereby notified that their Goods, with the exception of Parcels, Treasure and Valuables, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Kowloon Godowns, where delivery can be obtained.
 Goods on hand after the 17th Feb., 1916, will be subject to rent.
 No Fire Insurance will be effected.
 All damaged packages are to be left in the Godowns and this Office notified, when arrangements will be made for examination. No Claims will be admitted after the Goods have left the Godowns.
 D. W. CRADDOCK,
 General Traffic Agent.
 Hongkong, 10th February, 1916. [286]

HONGKONG—NEW YORK

AMERICAN ASIATIC S.S. CO.

FOR NEW YORK VIA SUEZ CANAL OR CAPE OF GOOD HOPE.
 (WITH LIBERTY TO CALL AT THE MALABAR COAST.)
 S.S. "INDRASAMHA," abo Middle of Mar.
 For Freight and further particulars, apply to—
 SHEWAN, TOMES & Co.,
 General Agents.
 Hongkong, 9th February, 1916. [245]

P. & O. S. N. CO. TOYO KISEN KAISHA. P. & O. S. N. CO.

FOR STEAMERS TO SAIL REMARKS

LONDON VIA SINGAPORE, PENANG, COLOMBO, MONAGABA, PORT SAID, and MARSEILLES. Capt. J. E. Drake, 15th Feb. Freight and Passage.

SHANGHAI ... NANKIN ... About 19th Feb. Freight and Passage.

SHANGHAI, MOJI, KORE, NANKIN, and YOKOHAMA. Capt. A. D. Aubrey, 22nd Feb. Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to—

E. V. D. PARR,

Acting Superintendent.

Hongkong, 10th February, 1916.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR STEAMERS TO SAIL

SWATOW, AMOY & SHANGHAI ... "KIUKIANG" ... On 12th Feb. 4 p.m.

SHANGHAI ... "LUOHOW" ... On 13th Feb. 4 p.m.

BANGKOK ... "QUARIA" ... On 14th Feb. Noon.

MANILA, CEBU and ILOILO ... "TAMING" ... On 15th Feb. 4 p.m.

SHANGHAI ... "YINGCHOW" ... On 16th Feb. 4 p.m.

HAIKONG ... "SUNGKIANG" ... On 17th Feb. 10 a.m.

SHANGHAI ... "SHANTUNG" ... On 17th Feb. 4 p.m.

DIRECT SAILINGS TOWARD RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI"

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—PASSENGERS, MAILES AND CARGO. S.S. "ANHUI," "CHENAN," "LUCHOW," "YINGCHOW," "SHANTUNG" and "SINKIANG" with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,

Hongkong, 12th February, 1916.

TELEPHONE 36. AGENTS.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE OF Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOCHOW AND RETURN.

Occupying at 9 to 10 Days

STEAMERS CAPTAIN LEAVING

"HAICHING" ... Capt. W. C. Pammore ... TUESDAY, 15th Feb., at 2 p.m.

"HAIKONG" ... Capt. J. W. Evans ... FRIDAY, 18th Feb., at 2 p.m.

The s.s. "Haimun" for Amoy Passengers only. Arrivals and Departures from the Company's Wharf (near Blake Pier). For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,

GENERAL MANAGERS.

Hongkong, 9th February, 1916.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

WESTWARD

S.S. "JAPAN," 6,013 tons, Captain O. P. Soden, will be despatched for SINGAPORE, PENANG, RANGOON and CALCUTTA on 16th February.

S.S. "FULTALA," 4,154 tons, Capt. S. G. Cave, will be despatched for SINGAPORE, on 19th February.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,

Hongkong, 11th February, 1916.

AGENTS

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	20th Feb	On 16th Mar, 11 A.M.
EMPIRE	16th Mar	On 8th Apr, 11 A.M.
EASTERN	6th April	On 29th Apr, 11 A.M.

All Steamers fitted with wireless Telegraphy.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars, apply to

GIBB, LIVINGSTON & CO.,

AGENTS.

SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Tons and Speed	Leave Hongkong
TENYO MARU	22,000—21 knots	TUES., 15th Feb.
NIPPON MARU	11,000—15 knots	TUESDAY, 29th Feb.
DAIREN MARU	8,000—14 knots	TUESDAY, 3rd Mar.
ANYO MARU	18,500—15 knots	SATURDAY, 11th Mar.
SHINYO MARU	22,000—21 knots	TUES., 14th Mar.
CHIYO MARU	22,000—21 knots	SAT., 8th April
PERSIA MARU	9,000—17 knots	FRIDAY 21st April.

* Cargo only.

† Via MANILA, Omitting Shanghai.

‡ Proceeding to South America Ports.

Steamer via Shanghai leaves at NOON. "Manila" at 10.30 A.M.

FIRST CLASS TO LONDON \$71.10... RETURN (6 MONTHS) \$120.

" " " NEW YORK \$60. " " " \$96.10

" " " SAN FRANCISCO \$45. " " " \$68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS.

MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

FOR CORONEL VIA JAPAN PORTS, HONOLULU, SAN FRANCISCO

LOS ANGELES, SALINA CRUZ, BALBOA, CALLAO, ARICA.

IQUIQUE AND VALPARAISO.

THENCE BY

TPANS-ANDREAN ROUTE TO BUENOS AIRES.

Steamer	Tons and Speed	Sails
ANYO MARU	18,500—15 knots	SATURDAY, 11th Mar.

For Full Particulars as to Passage and Freight, apply to—

K. DOI, ACTING AGENT,

King's Building.

TELEPHONE 291.

1213

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FOURTEENTHLY SERVICE TO AND FROM JAPAN

VIA SHANGHAI.

FOURTEENTHLY SERVICE TO AND FROM EUROPE

VIA SUEZ CANAL.

OUTWARD

FOR SHANGHAI, KORE AND YOKOHAMA	STEAMER	TO SAIL
AMAZONE	On 23rd Feb.	
Without Transshipment		
HOMEWARD	On 6th March.	
MARSEILLES VIA SAIGON and ANDRE LEBON	On 19th Feb.	
Without Transshipment		
ATLANTIQUE	On 4th Mar.	

Subject to immediate alteration without notice.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

Weekly branch line from Saigon to Hongkong.

Branch line connecting every four weeks at Colombo, for Calcutta.

State Rooms 1st, 2nd and 3rd Classes.

Return Tickets to Europe available two years.

Return Tickets to Intermediate Ports available six months.

For further particulars apply to

P. THOMAS, AGENT,

QUEEN'S BUILDING.

TELEPHONE 740.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES.

PROPOSED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE

In Connection with

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY CO.

FOR VICTORIA AND TACOMA VIA MANILA, MOJI,

KORE, YOKKAICHI and YOKOHAMA

Steamer	Captain	Leaving
"CHICAGO MARU"	K. Hori	TUESDAY, 16th Feb., at 3 p.m.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY, VIA SINGAPORE, PORT SWETTENHAM, PENANG, AND COLOMBO.

Steamer	Captain	Leaving
"DAIGI MARU"	T. Konishi	SUNDAY, 13th Feb., at 10 A.M.

FOR KEELUNG VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIGI MARU"	T. Konishi	SUNDAY, 13th Feb., at 10 A.M.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"SOSHU MARU"	A. Kobayashi	WED'DAY, 16th Feb., at 8 A.M.

These Steamers of Coast and Foreign Line have excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

H. YAMAUCHI,

MANAGER.

Second Floor, No. 1, Queen's Building.

PROPOSED SAILINGS OF MAIL STEAMERS FOR MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamer	Leaves	Leave	Connecting Steamer	Due at	Due
YOKOHAMA	to SHANGHAI	HONGKONG	to MARSEILLES and LONDON	MARSEILLES	LONDON
1916	1916	1916	1916	1916	1916
Feb. 12	NANKIN ... Feb. 20	Feb. 24	MEDINA ... Mar. 26	Mar. 26	April 2
Feb. 27	NANKIN ... Mar. 6	Mar. 10	MONGOLIA ... April 9	April 9	April 16
Mar. 13	NOVA ... Mar. 10	Mar. 24	MALWA ... April 23	April 23	April 30
Mar. 26	HALTA ... April 3	April 7	KHIVA ... May 7	May 7	May 14
April 9	NAGOYA ... April 17	April 21	MOOLTAN ... May 21	May 21	May 28
April 23	NANKIN ... May 1	May 5	MALOJA ... June 4	June 4	June 11

† Steamers proceed via Bombay.

Passengers change Steamers at COLOMBO.

Arrival in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES

The Fares to London and Marseilles are as follows:—

1st Saloon	"A" Accommodation	Single	Return
£74	£74	£74	£111
£74	£74	£74	£102
£74	£74	£74	£78
£74	£74	£74	£78

1st Saloon	"A" Accommodation	Single	Return
£70	£70	£70	£111
£70	£70	£70	£102
£70	£70	£70	£78
£70	£70	£70	£78

IN ADDITION TO THE ABOVE, MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL TRAVEL TO

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGER AT REDUCED RATES.

PROPOSED SAILINGS.

STEAMERS	Leave YAMA	Leave SHANGHAI	Leave HONGKONG	Leave S'PORE	Due at M'elles	Due LONDON
about 1916	about 1916	about 1916	about 1916	about 1916	about 1916	about 1916
NELLORE ... Jan. 22	Jan. 31	Feb. 5	Feb. 11	Mar. 12	Mar. 19	
MONGARA ... Jan. 29	Feb. 11	Feb. 15	Feb. 21	Mar. 28	Mar. 30	
NORE ... Mar. 15	Mar. 23	Mar. 29	Apr. 4	May. 4	May. 12	

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO.

FARES TO LONDON:

1st Saloon £87 Return, 2nd Saloon £42 Single; £63 Return.

FARES TO MARSEILLES:

1st Saloon £84 Single, 2nd Saloon £40 Single.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

Owing to the War in Europe, Steamers and sailing dates are liable to be cancelled or altered without Notice.

For Further Particulars apply to—

E. V. D. PARR,

Acting SUPERINTENDENT.

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

ORIGIN	STEAMERS	FOR	SAILING DATE
LONDON VIA SINGAPORE	HITACHI MARU	THURSDAY, 9th	
MALACCA, PENANG, COLOMBO, DURBAN, CAPE TOWN, and TENERIFE	IYO MARU	THURSDAY, 9th	
VICTORIA, B.C. and SEATTLE VIA SHANGHAI, MOJI, KORE, YOKKAICHI and YOKOHAMA	KAMAKURA MARU	TUESDAY, 22nd	
	TAMBA MARU	TUESDAY, 7th	
SYDNEY and MELBOURNE, VIA MANILA, BANGKOK, THURSDAY ISLAND, TOWNSVILLE & BRISBANE	AKI MARU	TUESDAY, 15th	
	TANGO MARU	TUESDAY, 14th	
CALCUTTA VIA SINGAPORE, PENANG and RANGOON	JINSEI MARU	TUESDAY, 15th	
BOMBAY VIA SINGAPORE, MALACCA and COLOMBO	KIRIN MARU	SUNDAY, 20th	
SHANGHAI, MOJI and KORE	PENANG MARU	THURSDAY, 24th	
SHANGHAI, KORE and YOKOHAMA	KAGA MARU	TUESDAY, 15th	
NAGASAKI, KORE and YOKOHAMA	NIKKO MARU	THURSDAY, 9th	
SHANGHAI, KORE and YOKOHAMA	MIYAZAKI MARU	THURSDAY, 24th	

5 Wireless Telegraphy.

SOME PRINCIPAL FARES.

To London	1st Single	Yen	To Marseilles	1st Single	Yen
£60	900	£60	825	825	825
£40	400	£40	550	550	550
£30	300	£30	410	410	410
To London, Southampton, Liverpool via New York	£60.13.0				
To Victoria, Vancouver, Seattle	£20.3.0				
To Sydney, 1st Single	£40				
To Melbourne, 1st Single	£41				
To Yokohama, 1st Return	£72				
To Kobe, 1st Return	£73.15				
" 2nd	£30				
" 2nd	£33				

ROUND-THE-WORLD, YEN 1,045.

For Further Information as to Freight, Sailing, &c., apply to—

T. KITAHARA, MANAGER.

TELEPHONE Nos 292 and 1941.

